

Proposed City Center “Park & Fly” and Parking Structure Code Amendments

Land Use & Parks (LUP)
Committee
January 26, 2017



Project Reviews to Date

Reviews

- ✓ **Planning Commission:** *4 reviews*
- ✓ **Land Use & Parks (LUP) Committee:** *1 review*
- ✓ **Hotel/Motel Tax Advisory Committee:** *1 review*
- ✓ **Public Hearing:** *Jan. 17, to be continued Feb. 7*

- ✓ **Department of Commerce Review:** *Completed*
- ✓ **SEPA Environmental Review:** *Underway*

Project Goals

- ✓ **City Council Goals:**
 - Parking structures should **look good** & be **economically feasible**
- ✓ **Consistency with Adopted Policies & Plans:**
 - City Center Plan, adopted 1999



Plan encourages structured park & fly and a mix of high intensity uses in City Center.

Existing vs. Proposed

Public/Private Parking & Parking Structures:

- 1) **Stall Limit:** Limits number of stalls per garage & number of garages per development site
 - *Proposal:* Increases stalls / removes dev. site limit
- 2) **Bonus Program:** Allows increase in stalls in exchange for public benefits
 - *Proposal:* Incentivizes bonus formulas
- 3) **Design Standards:** Ground floor commercial space, garage setback, façade design, open space
 - *Proposal:* Increases & changes

PROPOSED: Increased Stall Maximum

Proposed stall max.: ~~300~~ 1,200 stalls

Why? Proposal aims to leverage park & fly demand to incentivize new mixed use developments:

- **All garages would be mixed use buildings or sites:**
 - All garages would include 400-sf 50% ground floor commercial uses at time of construction or
 - Garages would be built behind non-parking buildings



PROPOSED: Incentivized Bonus Program

Why? Formulas changed to encourage feasibility of developments, and the construction of public benefits.

	Existing Code	Proposed Code
Bonus Program		
Commercial/ Service/ Residential Space	1 stall per <u>250 sf</u>	1 stall per <u>25 sf</u>
Hotel Unit	<u>0.5 stall</u> per hotel room	<u>1.5 stall</u> per hotel room
Right Of Way (ROW)	1 stall per <u>150 sf</u>	1 stall per <u>100 sf</u>
Open Space	1 stall per <u>150 sf</u>	1 stall per <u>50 sf</u>
Public Art	Up to <u>60 stalls</u> per art feature (Art Value = \$ land value x square feet of add'l stalls)	Up to <u>60 stalls</u> per art feature (Art Value = 0.5% of cost of structure with pk & fly stalls)

PROPOSED: Setbacks & Open Space

Proposed garage setback from Int'l Blvd: 400' 35'

Why decrease setback? 100' setback deactivates street leaving "dead zone" instead of building frontage that attracts interest of passersby

- **35' setback** provides sufficient façade variation to diminish scale of large structures – while better activating the street



PROPOSED: Setbacks & Open Space

Proposed open space for public/private parking: 40% 5% net site area

Why decrease open space for park & fly garages? 10% net site area difficult to meet for interior lots & higher than amount required in adjacent cities

- **5% net site area** would provide sufficient front yard open space & better align with bonus program



PROPOSED: Building Design Standards

**Proposed design standards:
Increased requirements for
façade design & screening of
parking uses**

Why increase design standards?

*To ensure that large parking garages
enhance the built environment*

- **Ex.) “Parking structures facing
or visible from the street shall
have the appearance of a
commercial use”**



Next Steps

Reviews

- ✓ SEPA Environmental Review: *Underway –
appeal period ends Mon, 2/6/17*

Next Steps

- 2/7: Public Hearing continued,
Planning Commission recommendation
- 2/14: Council Study Session review
- 2/28: First possible Council action date